

The China Mail.

Established February, 1843.

VOL. XXXVII. No. 5514.

號六十月三十一十八百八千一英

HONGKONG, WEDNESDAY, MARCH 16, 1881.

日七十月二年己辛

PRICE, \$2 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STANT & CO., 50, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & CO., 4, Old Jewry, E.C. SAMUEL BRAUN & CO., 150 & 164, Leadenhall Street.
PARIS AND EUROPE.—LEON DE RONTE, 19, Rue Monceau, Paris.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO, AND AMERICAN PORTS generally.—BROWN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SATYAN & CO., Square, Singapore. C. HEINRICH & CO., Manila.
CHINA.—MACAS, MESSRS A. D. MARSH & CO., Shantou. CAMPBELL & CO., Amoy. WILSON, NICHOLLS & CO., Foochow. HEDGES & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WAHL, Yokohama, LANE, CRAWFORD & CO.,

Notices of Firms.

CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE.
FROM this Date, and during the Absence of Mr. JAS. B. COUGHTRE from the Colony, Mr. ARTHUR GEORGE STOKES has been appointed Acting SECRETARY to the Company.

P. BYRIE,
Chairman,
Hongkong, March 11, 1881.

NOTICE.

M^r. NICOLAUS AUGUST SIEMSEN is this day been admitted a PARTNER in our Firm of HOPKINS & CO. in China, and M^r. ALEXANDER WASSERMANN has been authorized to SIGN the Firm pro Procuratio.

SIEMSEN & CO.
Hongkong, January 1, 1881.

NOTICE.

HONGKONG, January 1, 1881.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....1,800,000 Dollars.

COURT OF DIRECTORS.

Chairman—A. MOYNE, Esq.
Deputy Chairman—H. L. DILKEYNS, Esq.
A. P. ANDRE, Esq.
H. R. BRADLEY, Esq.
Hon. W. KELWICK.
H. D. G. FORBES, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.

MANAGER.
Shanghai, EVEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LEGAL BILLS DISCOUNTED.

Credits granted on Approved Securities and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial-places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East
Hongkong, February 15, 1881.

COMPTOIR D'ESCOMpte DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.
RESERVE FUND.....£300,000.

HEAD OFFICE—14, RUE BERGERE,
PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO,
MARENGO, BOMBAY, HONGKONG,
LYON, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHEW,
MELBOURNE.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be accounted on application grants Credits and Credit on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....\$1,500,000.

RATES OF INTEREST ALLOWED ON DR-
PORTS.

At 3 months' notice 5% per Annum.

" 6 " 4% "

" 12 " 5% "

Current Accounts kept on Terms which may be agreed on application.

GEO. O. SCOTT,
Acting Manager.

Central Bank Corporation,
Hongkong, September 4, 1879.

Notices of Firms.

ROYAL INSURANCE COMPANY.

THE Undersigned Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & CO.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$15,000 on Buildings, or on Goods stored in Warehouses, and other Places, subject to a Discount of 10% on the Premium.

N. NORTON & CO.,
Agents.

Hongkong, February 12, 1881.

NOTICE.

NOTICE is hereby given, that the Undersigned have this day commenced business as HONGKONG COAST MEDICAL & COMMISSION AGENTS.

AH YON & CO.,
Proprietary Agents.

On the 1st day of January, 1881.

For Sale.

KELLY & WALSH

HAVE just RECEIVED
A. B. C. TELEGRAPH CODES.
Audley and Bowes' "Keramic Art of Japan."

FROM this Date, and during the Absence of Mr. JAS. B. COUGHTRE from the Colony, Mr. ARTHUR GEORGE STOKES has been appointed Acting SECRETARY to the Company.

P. BYRIE,
Chairman,

Hongkong, March 11, 1881.

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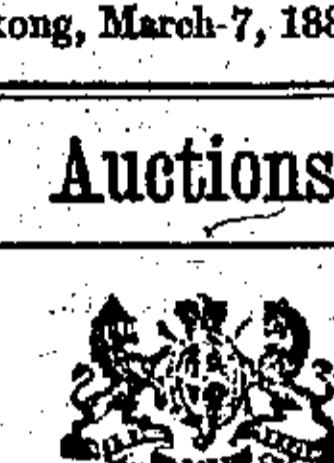
SIEMSEN & CO.
Hongkong, January 1, 1881.

NOTICE.

HONGKONG, January 1, 1881.

For Sale.

Auctions.



PUBLIC AUCTION.

THE Undersigned have been instructed by the COMMISARY GENERAL OF ORDNANCE, China, to sell by Public Auction, on

FRIDAY,

the 18th day of March, 1881, at 11 a.m., at Her Majesty's Ordnance Stores, Queen's Road East.

The following GOVERNMENT STORES—

EMPTY CEMENT BARRELS (a large quantity), IRON ASH BIN, PLASTERERS' DOG HAIR, OLD WOOD, EMPTY PACKING CASES, PORTER BARRELS, and 11 lengths of Ship's HEAVY CHAIN (each 72 feet) with SHACKLES.

TERMS OF SALE—Cash on delivery in Chinese Dollars weighed at 7.17. All faults and errors of description at Purchaser's risk on the fall of the hammer.

LANE, CRAWFORD & CO., Auctioneers.

Hongkong, March 10, 1881.

TO LET.

THE DWELLING HOUSE—No. 31, WELLINGTON STREET.

ROOMS in CHIN CHAMBERS, suitable for Offices or Chambers.

THE DWELLING HOUSE, No. 46, PEEL STREET, below CAINE ROAD. Has been thoroughly Repaired.

THE PREMISES, No. 5, D'AGUILAR STREET, at present in occupation of Messrs SOUSA & CO.; Possession 1st April.

Apply to

DOUGLAS LAPRAIK & CO.
Hongkong, March 8, 1881.

TO LET.

"BROCKHURST," MOUNT GOUGH.

AN Excellent LAWN TENNIS GROUND attached; and a good view on the North and South Sides of the Island. The FURNITURE can be taken over at a valuation should the Tenant so wish.

Apply to

H. L. DENNYS,
18, Bank Buildings.
Hongkong, March 3, 1881.

TO LET.

THE DWELLING HOUSE—No. 31, WELLINGTON STREET.

ROOMS in CHIN CHAMBERS, suitable for Offices or Chambers.

THE DWELLING HOUSE, No. 46, PEEL STREET, below CAINE ROAD. Has been thoroughly Repaired.

THE PREMISES, No. 5, D'AGUILAR STREET, at present in occupation of Messrs SOUSA & CO.; Possession 1st April.

Apply to

DOUGLAS LAPRAIK & CO.
Hongkong, March 8, 1881.

TO LET.

(FURNISHED or UNFURNISHED, WITH POSSESSION ON THE FIRST OF MAY A.D.)

THE HOUSE, PRATA EAST, NO. 11, st. present in the occupation of the Undersigned. Either the whole House or in

Also,

Moderate Rates, in FIRST-CLASS GODOWNS.

Also,

ENTIRE GODOWNS TO BE LET.

Apply to

MEYER & CO.
Hongkong, March 2, 1881.

TO BE LET.

(FURNISHED or UNFURNISHED, WITH POSSESSION ON THE FIRST OF MAY A.D.)

THE HOUSE, PRATA EAST, NO. 11, st. present in the occupation of the Undersigned. Either the whole House or in

Also,

THE GROUND FLOORS of HOUSES, Nos. 2 and 3, PRATA EAST (known as the "Blue Houses"); Immediate possession.

Apply to

MEYER & CO.
Hongkong, March 2, 1881.

TO LET.

THE GRANITE GODOWNS.

Apply to

MEYER & CO.
Hongkong, July 25, 1879.

TO LET.

PRATA EAST and WANCHAI ROAD.

For Particulars, apply to

SIEMSEN & CO.
Hongkong, January 21, 1881.

TO LET.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of

\$15,000 on Buildings, or on Goods stored

in Warehouses, and other Places, subject to a

Discount of 10% on the Premium.

By Order of the Board of Directors,

P. A. DA COSTA,
Secretary.

Hongkong, February 25, 1881.

NOTICE.

NOTICE is hereby given, that the Undersigned have this day commenced

business as HONGKONG COAST MEDICAL & COMMISSION AGENTS.

AH YON & CO.,
Proprietary Agents.

THE CHINA MAIL.

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For Sale.

WHERE YOU CAN BUY
Superior California LAMB'S WOOL
BLANKETS.
SARATOGA TRUNKS.
TRAVELLING BAGS and SATCHELS.
AGATE COOKING UTENSILS.
THE AMERICAN BROILER.
TENISON'S FAMILY SCALES.
TOBACCO SHEAVES.
AMERICAN and CHINESE LOCKS.
HOUSE GONGS.
SMOOTHING IRONS.
LEMON SQUEEZERS.
MOUSE TRAPS.
BILLIARD CUE TIPS and CHALK.
PANUS CORIUM for BOOTS.
American AXES and HATCHETS.
LIFE BUOYS.
ROCKETS and BLUE LIGHTS.
DOUGLAS' OFFICE CHAIRS.
COPPER WIRED GAUZE.
WAFFLE IRONS.
GRIDIRONS.
FIRE GRATES.
American SOFT FELT HATS.

STATIONERY
FOR LADIES AND OFFICE USE,
the
Best and Cheapest
IN
Hongkong.

NEW BOOKS
INSTRUCTIVE AND AMUSING.
A
Large Assortment of
FRENCH NOVELS.

TAUCHNITZ'S
POPULAR EDITION OF STANDARD
WORKS, &c.

WORKS of REFERENCE.
ALMANACKS.
DIARIES.
SCHOOL BOOKS.
GLEIG'S SCHOOL SERIES.
PRESENTATION BOOKS.
Etc., Etc., Etc.

RODGER'S CUTLERY.
ELECTRO-PLATED WARE.

WEBLEY and Sons' London-made SPORT
ING GUNS.
BUSSEY'S PATENT PNEUMATIC GUN.
SELF-SHOOT-EXTRACTING REVOLVERS.

THE PATENT BOTTLE CLIP.
TABLE GLASSWARE.
EARTHENWARE.

THE FINEST STOCK of
CAVITE,
FORTIN, and
MEYSIG
CIGARS, and
CHEROOOTS.
All Specially Selected.

ENGLISH and AMERICAN
GROCERIES.
FRESH SUPPLIES RECEIVED BY
MAIL.

SMYRNA FIGS.
CRYSTALLIZED CHERRIES.
FAIR'S FAVORITE BISCUITS.
STILTON CHEESE.
FRENCH PLUMS.

Calcutta BEEF.
HUMPS.
ROUNDS.
BRISKETS, and
TONGUES.

California ROLL BUTTER.
APPLE BUTTER.

CLAM CHOWDER.
FISH CHOWDER.

Soused PIG'S FEET.

Soused SHIRE'S TONGUES.

Pickled LAMB'S TONGUES.

Gruyere CHEESE.

New York CREAM CHEESE.
CAVIARE.

Curried OYSTERS.

California CRACKER Co.'s BISCUITS.

Cracked WHEAT.

HOMINY.

PATE DE FOIE GRAS.

RICHARDSON and ROBIN's Potted MEATS.

Lunch TONGUE.

PRESENT TEA in 5 and 10 Catty Boxes.

WINES and SPIRITS of all Descriptions.

GAIL-MAKING executed on the Premises.

MacEWEN, FRICKEL & Co.

Hongkong, January 28, 1881.

Mails.



MITSU BISHI MAIL-STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE

THE S. S. KOKONYE MARU, Capt.
DITHLESEN, due here on or about the
16th instant, will be despatched as above
on SATURDAY, the 10th March, at
Daylight.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 18th March.

No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE, \$ 30 315
YOKOHAMA & NAGASAKI, 75 20
SHANGHAI via YOKOHAMA, 120 40
KODE, 95 30

A REDUCTION is made on RETURN CABIN
PASSENGERS.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kode.

For further particulars, apply at the
Company's OFFICES, PRAYA CENTRAL, West
Corner Pottinger Street.

Hongkong, March 10, 1881. mrs19



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

The PENINSULAR and ORIENTAL STEAM
NAVIGATION COMPANY's Steamship
KASHIWA, Captain W. A. SEATOR, with
Her Majesty's Mails, will be despatched
from this port, BOMBAY, on MONDAY,
the 21st Instant, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of departure.

Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of departure.

Silk and Valuables for Europe will be
transhipped at Point de Galle; but Tea and
General Cargo at Bombay, arriving one
week later than by the direct route via
Galle.

For further particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

A. MCIVIER, Superintendent.

Hongkong, March 9, 1881. mrs21

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

Hongkong Agents: LANE, CRAWFORD & CO.

Intimations.

THIS HAIR WASH has been prepared
by us for the last 20 years. Its sale
is steadily increasing in India, the Straits
and Japan. It possesses all the qualities of
a Hair Oil or Pomade without their sticki-
ness. It induces a healthy action of the
scalp and nourishes the Hair. Dandruff
never appears whilst it is in use. It con-
tains none but the best ingredients; and
the greatest care is taken in the com-
pounding. When the Hair falls off after
fear or any other sickness, this Wash
will surely prove of the greatest value.

LAOU-TI-KEE
HAIR WASH

An unique and elegant
appendage to the Toilet,

combining in itself the
properties of a Hair
Grease, Wash, and 洋
Restorer.

老德記
記

PREPARED ONLY BY
J. LLEWELLYN & CO.,
Chemists, &c.,
SHANGHAI.

DIRECTIONS.

A small quantity is to be applied to the Head,
and to be rubbed into the root of the Hair.

No Pomade required.

J. LLEWELLYN & CO.,
Shanghai.

Hongkong, March 10, 1881. mrs19

The PENINSULAR and ORIENTAL STEAM
NAVIGATION COMPANY's Steamship
KASHIWA, Captain W. A. SEATOR, with
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A. MCIVIER, Superintendent.

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TAKING CARGO AND PASSENGERS

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Hongkong Agents: LANE, CRAWFORD & CO.

Hongkong, March 9, 1881. mrs21

IN ORIGINAL JURISDICTION.
(Before His Lordship the Chief Justice,
Sir John Smale, and a Special Jury.)

Wednesday, March 16th.

GRAHAM v. O'KEEFE.

The hearing of this case was commenced. The jurors were Messrs A. E. Vacher, N. A. Sibley, J. D. Hutchison, J. H. Belmore, J. Bradlow Smith, E. L. Wondin, L. Poemecker. The claim was for \$1,827.66 salary as per agreement and \$3,000 damages, in all \$4,827.66. Mr T. C. Hayllar, Q.C., instructed by Messrs Bererton and Wotton, appeared for the plaintiff; Mr J. Francis, instructed by Messrs Denry and Mossop, appeared for the defendant.

Cross-examination of plaintiff continued.—On leaving the *Wrecker* to go ashore to stop, knew that defendant was going round to the other stations, and thought they might be back in about three weeks. Estimated the distance to Gump to be about 300 miles; it lay to windward of where we were, and might take 10 or 12 days for the *Wrecker* to beat up to them. I expected that there would be another vessel at Gump or St. David's. The latter lies to the south of the *Pelley*, about 400 miles, and the former to the north-east. Believe the *Wrecker* was to make a fair wind to St. David's and then a fair wind to Gump. Passing ships from Europe to China in the N.E. monsoon night either St. David's or the *Pelley* or *Sap* to correct their chronometers. Did not go in the *Fortune*. Promised the Captain \$500 to take me to Manila. He had no cargo and so could not take me. He talked about coming back in a month or two. This was in January this year, eight days before sighting H.M.S. *Lily*. The *Fortune* had been there before, in August. Did not see her then. She touched at the northern end of the *Pelley*, 30 or 40 miles from our station. She was reported by natives, and Mr Dodge informed me that she came to the *Pelley* and was absent say 4 hours. I made some fish-hooks during the voyage up—what amount if any was due Graham. The defendant said that what was due the plaintiff was \$50 for the time he was on board after we arrived. When Graham was put ashore I went too. I broke my agreement and would not become trader. My reason for leaving was that I did not think one man capable of taking the vessel safely. I was agreed to go to St. David's shortly after our arrival. It is not the fact that Dodge was to have gone to St. David's and that he was only left at *Pelley* because I refused to stay. Defendants said he wanted one man to go on, and we could settle it among ourselves, but he told me that if I remained he would send Henderson up north. I then consented to go to St. David's. As soon as I had consented defendant told Henderson he could stay with Dodge; he need not go to the northern end of the island. He never was to go to St. David's alone. Captain O'Keefe complained of me having broken my agreement, and said I had not heard that the plaintiff were satisfied with the plaintiff had been wrongfully forced on shore, on that Island and compelled to remain there against his will, they should give him reasonable damages over and above what had been paid into Court; so that he would be entitled. The evidence he proposed to put before them with regard to the plea or pleas he had mentioned for the defendant was the evidence of the defendant himself, who would state to them the circumstances of the case; of Dodge, who was engaged as a trader at the *Pelley* Islands during the whole of the time that the proceedings were taking place out of which this case arose, and who came back in the same vessel as O'Keefe and the complainant and the others. He would have opportunity of summing up afterwards and pointing out in what he considered the plaintiff's story as it stood alone was full of inconsistencies and improbability, and how the defendant's statement agreed with the more reasonable portions of the story for the other side; how on that he would ask them to accept it as true in substance and in fact, and ask them therefore to find for the defendant a verdict, and to say that the amount of damages he amply sufficient to satisfy any claim the plaintiff might have against his claimanting of the facts as laid before them. Mr Francis then summed up in a few words his case for the defendant as given at length in the above remarks, and then put in the Mercantile Marine. As far as I know, O'Keefe had no fire arms in his cabin, Graham had and we all had. O'Keefe had one, but it would not work, and he had no cartridges for it. Graham had a rifle.

Re-examination: Defendant asked me to give that promissory note when I went on board to get my things out of the ship; he asked me to give him that note. He said as I was leaving him he thought I ought to pay him for my passage down. I was willing rather to do than go on with him. I made up my mind to leave him as soon as I discovered that the plaintiff was then in the wrong. I remember the loss of the *Lilla*. It was after that all the expeditions in canoes and other boats were made. Graham got some stores from the *Lilla*; while we lived with Dodge and Henderson we had all the food we wanted. I paid for nothing, and so far as I know I was broken; I set it for him and tended him for some days. Don't know that it was broken by a bullet.

By Mr Hayllar.—Besides being in command of the steamer *Easterly Isles* I had command of a Hongkong-built steamer belonging to the Salangoro Government, Straits Settlements; was for many years under the same man, J. B. Douglas, for many years in Australia surveying; the paper produced is my discharge, put in and read; it testifies to his ability and sobriety and stated that the writer would gladly have given him a desk had there been one open under him. When I was here, on O'Keefe met me, I was waiting for the returns of shipments of Guano to Europe. The islands belong to the British Government, from whom I held a license for ten years. One cargo never reached home; another cargo never reached the subject of general average. The speculation on the whole was not a success. It was a matter of importance to me that I should not be away longer than two months.

Mr Hayllar: Why was it important?

Question objected to on the ground of irrelevancy to any issue in the case.

Objection overruled.

Witness: It was important to me because the monsoon would change, and I wanted to go and work my islands at once. My license is still running.

The Jury had no questions.

W. E. Green, marine engineer, corroborated fully the evidence of the plaintiff. He added:—There was no heavy drinking on board the *Wrecker*; every one took a glass of spirits occasionally, but no one was the worse for drink. When we got to the *Pelley* and plaintiff was put on shore, I went with him, believing that the defendant was unfit to take the *Wrecker* away by himself. Remained in the island for 8 months. Made one attempt to get away with the plaintiff. Went to the northern end of the island in a boat; on the first arrival of the schooner *Fortune*. Plaintiff sent a letter to the defendant, and I carried it forward; it was stopped by the natives who were at war with those of the island who were living on. Borrowed rifles from the King of the *Ding*, Verner, Graham, and others set out intending to fight their way to the schooner, should the natives oppose. Met with no opposition, but found the schooner had gone. All returned. Plaintiff, witness knew, made several other efforts to get away, going once in a canoe to Angore and staying there for a month in the hope of sighting a passing vessel. On another time he went out in a canoe and came back in the schooner *Fortune*. Shortly afterwards the *Wrecker* came back. Went on board and asked Henderson for a passage for myself and Graham, and if could not get that to get a few necessities. Henderson said he could not give a passage; if he did so he would be discharged as soon as he met the defendant. Remember the *Lilla* arriving. Defendant called at our house to see plaintiff; I left the house then and did not hear what happened. Took no part in the attempted voyage to Manila. Landed with no money; but sold my watch and chain to Angore. Bought for some time spot and the traders with that money and bought the catch for fowls and pigs. Did some little bit of work for the natives; they paid me the food. The life was a very hard and monotonous one, and he had plenty of food, proportionate not at all.

In cross-examination witness said: I had been out of work for three months before I joined the *Wrecker*, and was in debt to Mr Wohlers for my board and lodgings. When I went down to the islands my engagement was not for a time certain, it was a verbal agreement, and defendant told me that if I did not like it I would be brought back. Was to be paid by commission on the trade. I said "I might remain." Nothing was said to me at the time I signed. By saying O'Keefe made himself disagreeable I meant that he was finding fault with the people on board. Don't remember any special occasion when I was found fault with, or Dodge either. As to Henderson remember two occasions of fault finding. One when defendant laying down a restraint for a few minutes and going away said he "scratches" and accused Henderson of having done it. Again going through the Ballantine Straits a narrow channel with very little wind he asked Henderson if he intended to run the ship on shore. Believe this was said without any excuse. Up had to lie till the wind turned up, and then we sailed away. The last incident was a mile or two. He rated me with Graham almost daily. Plaintiff knew of this if he wanted to take the ship into San Francisco. His general conduct was unbecoming.

Never found fault with me for habitually drinking, nor to my knowledge with anyone on board for that. After we had drunk two cases of beer he stopped it; there were two bottles of beer opened a day for the four men. I might have had three or four wine glasses of gin a day. Don't know what the others had. This lasted up till nearly the end of the voyage. Defendant did not in my hearing complain of four cases of spirits having been used before we came to the Ballinan Straits. One case belonged to Dodge, Henderson and myself. While that we drank little or none of O'Keefe's. There was a proposition made while we were passing through these Straits to put O'Keefe in iron and take the vessel to Manila. The reason for this was that he had altered the course of the vessel and had put at question the Captain's ability to sail. The *Wrecker* was to go ashore, and was absent say 4 hours. I made some fish-hooks during the voyage with which I purchased fowls. There were some 10 or 11 fish-hooks. I did not work on board after we arrived. When Graham was put ashore I went too. I broke my agreement and would not become trader. My reason for leaving was that I did not think one man capable of taking the vessel safely. I was agreed to go to St. David's shortly after our arrival. It is not the fact that Dodge was to have gone to St. David's and that he was only left at *Pelley* because I refused to stay. Defendants said he wanted one man to go on, and we could settle it among ourselves, but he told me that if I remained he would send Henderson up north. I then consented to go to St. David's. As soon as I had consented defendant told Henderson he could stay with Dodge; he need not go to the northern end of the island. He never was to go to St. David's alone. Captain O'Keefe complained of me having broken my agreement, and said I had not heard that the plaintiff were satisfied with the plaintiff had been wrongfully forced on shore, on that Island and compelled to remain there against his will, they should give him reasonable damages over and above what had been paid into Court; so that he would be entitled. The evidence he proposed to put before them with regard to the plea or pleas he had mentioned for the defendant was the evidence of the defendant himself, who would state to them the circumstances of the case; of Dodge, who was engaged as a trader at the *Pelley* Islands during the whole of the time that the proceedings were taking place out of which this case arose, and who came back in the same vessel as O'Keefe and the complainant and the others. He would have opportunity of summing up afterwards and pointing out in what he considered the plaintiff's story as it stood alone was full of inconsistencies and improbability, and how the defendant's statement agreed with the more reasonable portions of the story for the other side; how on that he would ask them to accept it as true in substance and in fact, and ask them therefore to find for the defendant a verdict, and to say that the amount of damages he amply sufficient to satisfy any claim the plaintiff might have against his claimanting of the facts as laid before them. Mr Francis then summed up in a few words his case for the defendant as given at length in the above remarks, and then put in the Mercantile Marine. As far as I know, O'Keefe had no fire arms in his cabin, Graham had and we all had. O'Keefe had one, but it would not work, and he had no cartridges for it. Graham had a rifle.

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THE CHINA MAIL.

[No. 5514.—MARCH 16, 1881.]

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The China Review, or Notes and Queries on the Far East, issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extension.

The subscription is fixed at \$5.00 postage paid per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together under "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty-paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong.—Northern Christian Advocate (U.S.)

Trainer's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. Theirs publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by Rev. E. J. Hare, to which the place of honour is deservedly given, an excellent summary is presented of the religious problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-yo, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the gurulators and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of this.

The field open to a paper of this description—conducted by native efforts, but progressive and satisfactory in tone—in almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreign firms. Like English journals it contains Editorials, with Local Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to:

GEO. MURRAY BAIRD,
China Mail Office.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Papers, Correspondents, Letters; and any
European Goods on London terms.

NOTICE TO SHIPPERS.
Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a *SELECT HOTEL AND BUSINESS DIRECTORY*, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St., Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (I.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victorian Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosier, Tailor, &c.—T. N. Driscoll, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MAC-EWAN, FRICKER & CO.

Guns, Rifles, Pistols, Ammunition, and Sportsmen's Requisites of all descriptions.—W.M. SCHMIDT & CO., Gun-makers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10cts. | Hour, ... 20cts.
Three hours, ... 50cts. | Six hours, ... 70cts.
Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00
Three Coolies, ... 85cts.
Two Coolies, ... 70cts.
(Return direct or by Pok-foo-tum).

Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

* Registration via San Francisco, 10 cents.

† Cannot be sent via San Francisco.

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.80
Three Coolies, ... 65cts.
Two Coolies, ... 40cts.

Return (direct or by Pok-foo-tum).

Four Coolies, ... \$1.00
Three Coolies, ... 85cts.
Two Coolies, ... 70cts.

The Return Fare embraces a trip of not more than 1/2 hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie, (12 hours); Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.
Half day, ... 35 cents.
Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 2.00

2nd Class Cargo Boat of 600 piculs, per Day, ... 2.50

3rd Class Cargo Boat of 300 piculs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-ka Boat of 300 piculs, per Day, ... 1.50

3rd Class Cargo Boat or Ha-ka Boat of 800 piculs, per Load, ... 2.00

3rd Class Cargo Boat or Ha-ka Boat of 800 piculs, Half Day, ... 60

Sampans, or Palloway Boats, per Day, ... \$1.00

One Hour, ... 50cts.

Half-Hour, ... 25cts.

After 6 p.m., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

FRONT COOLIES.

Scale of Fees for Street Coolies.

One Hour, ... 25 cents.

Half Hour, ... 20 cents.

Three Hours, ... 12 "

Half Day, ... 10 "

Nothing in the above Scale to affect private agreements.

Hongkong Rates of Postage.

(Revised December 1st, 1880.)

In the following Statements and Tables the Rates are given in cents, and are for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed; if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an author or personal correspondence, such as invoices, deeds, copied manuscripts, &c. The charge on them is the same for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N. R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, and all Danish, French, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, Chili, and S. Africa.

Postage to Union Countries.

General Rates, by any route:

Letters, 10 cents per ½ oz.

Post Cards, 8 cents each.

Registration, 10 cents.

Newspapers, 10 cents each.

Books and Patterns, 2 cents per oz.

Com. Papers, 2 cents per oz.

There is no charge on registered correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom—

Letters, 10 cents.

Registration, None.

Newspapers, 5 cents.

Books and Patterns, 5 cents.

West Indies (Non Union), Bolivia, Chili, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, &c.

Letters, 10 cents.

Registration, None.

Newspapers, 5 cents.

Books and Patterns, 5 cents.

Australia, New Zealand, Tasmania, and Fiji.

Letters, 10 cents.

Registration, None.

Newspapers, 5 cents.

Books and Patterns, 5 cents.

Portuguese Islands (Cape of Good Hope, &c.) and the Philippines.

Letters, 10 cents.

Registration, None.

Newspapers, 5 cents.

Books and Patterns, 5 cents.

Thence to:

Argentina, Chile, Uruguay, &c.

Letters, 10 cents.

Registration, None.